

WHAT IS CLAIMED IS:

1. A control device for a vehicle having a torque transmitting means between the input shaft of a gear type transmission and the output shaft thereof, the torque transmitting means of at least one speed changing stage being comprised by a friction clutch, the torque transmitting means of the other speed changing stages being comprised by a dog clutch, and said friction clutch being controlled when the change-speed is effected from one speed changing stage to the other changing stage, further comprising;

a torque reduction correcting means for correcting, at the time of said change-speed, the torque reducing part of said output shaft occurring during the change-speed, and

a revolution number controlling means for controlling the revolution number of said input shaft on the basis of the torque reduction correcting value corrected by said torque reduction correcting means.

2. A control device as recited in claim 1, further comprising a torque adjusting means for adjusting the torque of said input shaft at the end of the change-speed on the basis of said torque reduction correcting value.

3. A control method for a vehicle wherein a torque

transmitting means is attached between the input shaft of a gear type transmission and the output shaft thereof, the torque transmitting means of at least one speed changing stage being comprised by a friction clutch, the torque transmitting means  
5 of the other speed changing stages are comprised by a dog clutch, and said friction clutch being controlled when the change-speed is effected from one speed changing stage to the other changing stage, further comprising the steps of;

correcting, at the time of said change-speed, the torque  
10 reducing part of said output shaft occurring during the change-speed, and

controlling the revolution number of said input shaft on the basis of the torque reduction correcting value corrected by said torque reduction correcting means.

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4. A control method as recited in claim 3, further comprising the step of adjusting the torque of said input shaft at the end of the change-speed on the basis of said torque reduction correcting value.

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